



Blacksmith assistant Nathan Blakemore, apprentice at Maine Blacksmith Guild at Portland Forge, stirs the coals of the coal forge while three young visitors watch the demonstration during the Blacksmith Shop Exhibit opening on August 15.

Photo by Nick Locsin.

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## Ocean Bound: Three Centuries of Library Treasures

by Nathan Lipfert, Senior Curator

On November 15, 2014, *Ocean Bound: Three Centuries of Library Treasures* showcasing the museum's library holdings will open in the The John G. Morse, Jr., Gallery, and will remain on view until May 24, 2015.

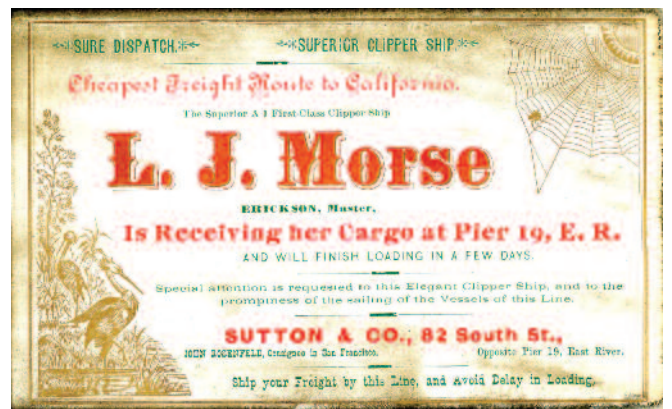
Appropriate for an organization that began as a research society, Maine Maritime Museum has a huge library that is among the top ten maritime museum libraries in the U.S. Its collections include 17,000 books, 134,000 photographs in 300 collections, millions of original manuscript documents in 562 collections, more than 4,000 small manuscripts, about 42,000 sheets of ship plans, more than 2,000 maps and charts, plus periodicals, newspapers, audio recordings, video recordings, motion picture film, microfilm, and oral histories. By the time you read this, the collection will be even larger, as things are being added almost daily.

The library exists to inform the museum's exhibits and educational programs, as well as to be a resource for scholars and researchers of all types, with open hours on Tuesdays and Thursdays from 9:30 to 3, or by appointment.

The *Ocean Bound* exhibit will be organized somewhat chronologically with collections and stories grouped into half-century periods. To illustrate, the following is one group of documents – sailing cards – from the 1850-1900 period that will be on view.

Sailing cards were used to advertise the imminent sailing of a named ship, poised to depart for a specific place as soon as the vessel's hold was filled. They are the most colorful of maritime documents, cheerful, optimistic and collectible. Distributed by shipping line agents, the cards generally publicized the voyage of a ship the line had chartered for loading general cargo – miscellaneous freight, in amounts that do not fill a ship. The cards led customers to believe that the ship would set sail very, very soon, although no departure date was listed.

In 1881, the ship *L. J. Morse* (officially *Llewellyn J. Morse*) was in the Philippines, in command of a Captain Ames. Ames was replaced by Captain Furlong, as the ship



loaded for New York. By the time the *Morse* sailed on December 31, Furlong had been replaced too, by Peter Erickson, who had been the mate (see side note about Peter Erickson on page 4). The ship arrived in New York April 10, 1882, discharged its cargo, and began loading a general cargo bound for California at East River Pier 19. The sailing card was printed by the charterer, Sutton & Co., and advertised the voyage as the "Cheapest Freight Route to California." Erickson was still master when the card was printed, but when the ship sailed June 5, 1882, Captain Samuel Veazie was in command. Those merchants who



succumbed to the silken phrases of this advertising card in May – "Sure Dispatch, Superior Clipper Ship" – would see their crates arrive at San Francisco, October 16, 1882. Exactly how the image of a spider web conveyed the sense of speedy delivery is uncertain.

A sailing card for the ship *North American*, built in 1873 by Curtis & Smith at East Boston, advertised her

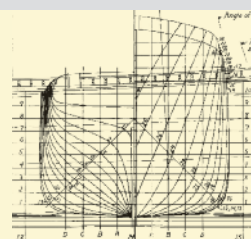
See *Ocean Bound*, page 4

## CURRENT EXHIBITS

### Eye Sweet & Fair: Naval Architecture, Lofting and Modeling

On view through November 2, 2014

The John G. Morse, Jr., Gallery



This exhibit traces the evolution of naval architecture and examines a myriad of techniques and technologies used to comprehend the complex of curves and volumes that becomes a vessel. Drafting, lofting, modeling and the extraordinary

changes computer aided design processes have wrought are addressed.

Sponsored by:



FARRELL AND NORTON  
NAVAL ARCHITECTS

### Ocean Bound: Three Centuries of Library Treasures

On view November 15, 2014 to June 1, 2015

The John G. Morse, Jr., Gallery

MMM's world-class research library contains a staggering number of rare, beautiful, and unusual original documents and

objects that intimately connect us with the past. This exhibit presents some of the most compelling, illustrating Maine's special place in world maritime affairs.



Sponsored by:







## Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

## Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

## Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

## An Inspirational Leader

The river was sparkling, the air was cool and dry, and the sun was setting on the historic Percy & Small Shipyard when Bill Haggett accepted the 2014 Mariner of the Year award. Many of Maine's most influential leaders were seated under the tent to join us in recognizing Bill. We were honored to have Senator Susan Collins; Jim Irving, CEO of J.D. Irving, Limited; and Fred Harris, President of Bath Iron Works speak to our guests about Bill's many accomplishments in the maritime industries and the value of preserving our maritime heritage.

After receiving the award, Bill shared some stories and lessons he's learned over his lifetime and described how growing up in Bath, surrounded by centuries of shipbuilding tradition, influenced him throughout his life. Bill has been involved in businesses and community organizations of great diversity from naval shipbuilding in the United States and Canada, to healthcare, to large-scale farming and processing of potatoes in Aroostook County. He admitted that he was no expert in the hands-on details of many of these businesses – he doesn't know how to weld, he's not a



medical professional, and not a farmer. His success has been achieved by working with strong teams who share a similar vision of excellence.

In an organization like Maine Maritime Museum, the value of teamwork is an everyday reality that can never be taken for granted. To achieve the excellence to which we aspire requires the staff, the board of trustees, and all our volunteers to pull together with enthusiasm and energy. Our members, supporters and donors provide the fuel for this

effort and share in the museum's accomplishments.

I wish to thank Bill Haggett for his leadership here at MMM, and all the many leaders and team players among our staff, board, and volunteers who make this museum such a treasure.

Amy Lent  
Executive Director

## Two new managers join MMM Staff

The museum recently hired two new managers to replace departing members of the staff.



In July, **Glenn Michaels** joined the staff as the Membership and Business Relationship Manager.

Most recently Glenn served as the director of Marketing Communications for Volunteers of America Northern New England, a national, nonprofit serving more than 2.1 million people each year in 44 states.

His other previous employers include IDEXX Laboratories, Blue Cross and Blue Shield of Maine (now Anthem), Equity Properties and Development Company, Turner Broadcasting, and the American Broadcasting Company.

Glenn's volunteer work has included more than 20 years with three United Ways in Maine; the American Red Cross (where he received the Clara Barton Award); Maine State Music Theater; coaching youth soccer, baseball and basketball; and Maine Adoption and Placement Service. A regular blood donor, he also led the largest bone marrow drive outside of a major U.S. city.

Glenn and his wife Alice Willard-Michaels live in Brunswick with Lily – their yellow Lab. Their adult son and daughter live in Maine. A recently retired ice hockey goalie, Glenn's favorite free time activities include sailing,

photography, gardening, and spending time with his family and his very handsome and smart grandson.

**Katie Meyers** was hired as the Marketing and Communications Manager in August, taking over those tasks from **Dave Garrison** upon his retirement.

She joins the staff after ten years with Moose River Media in St. Johnsbury, VT, where she began as an editorial assistant before assuming editorship of two of the organization's monthly magazines. In addition to planning, directing and writing for the magazines, she administered the publications' website and social media content and led the magazines' staff and contributors in a high-pace, deadline-oriented environment.

Katie is a native of Bath and a graduate of Morse High School. She attended Lyndon State College in Lyndonville, VT, where she earned a Bachelor's Degree in Writing and Journalism. She wrote for the college newspaper and was a contributor to the student literary magazine.

In her leisure time, Katie loves to travel all over New England, watch live music and go to Red Sox and Bruins games. She has always been an avid reader and writer, and she's thrilled to officially be a Mainer once again.





Mariners Award dinner draws full house to honor Bill Haggett

More than 200 people attended a memorable event in the Percy & Small Shipyard on the banks of the Kennebec River at Maine Maritime Museum on August 28 to honor Bill Haggett, 2014 Mariner of the Year.



Senator Susan Collins (center) at Maine Maritime Museum with Bath Iron Works leaders (l. to r.) Dugan Shipway (2003-2009), Jeff Geiger (2009-2013), Fred Harris (current), and Bill Haggett (1981-1991).

Bath native, former BIW president and MMM Trustee Emeritus William E. “Bill” Haggett was honored for his lifelong contributions to Maine’s maritime heritage, both in his professional career and for his extraordinary community service. Bill’s selection for the award was enthusiastically praised throughout the evening as a well-earned distinction by those who gave remarks, and wholeheartedly acknowledged by the scores of friends, family and colleagues past and present who gathered to show their respect.

U.S. Senator Susan Collins was the evening’s keynote speaker, and she spoke emphatically about Bill Haggett’s many contributions to Maine’s maritime heritage, not just as a leader in the shipbuilding industry but also through his decades of work as a trustee at both Maine Maritime Museum and Maine Maritime Academy. An Aroostook County-native, Senator Collins said she could not let the opportunity pass to also recognize Bill for his leadership over the past decade in Maine’s agriculture sector.

Senator Collins also commended Maine Maritime Museum, noting its significant contribution to Maine’s economy and its spectacular growth, both in terms of collections and in national and international recognition. She also highlighted the key role that Maine Maritime Museum plays as a catalyst for discussion of evolving maritime topics.

One of four former Bath Iron Works leaders present at the dinner, current BIW President Fred Harris, spoke about Bill’s instrumental role in landing two significant contracts that cemented BIW’s position as a leading U.S. Navy shipbuilder – the DDG-7 contract and the *Arleigh Burke* Aegis destroyer contract.

Jim Irving, President and CEO of J.D. Irving Ltd. based in New Brunswick, Canada and that country’s largest builder of military ships, spoke about the impact that Bill had on propelling Irving to its leadership role in the industry and the forging of a strong working relationship between the company and BIW. Bill served as president of Irving Shipbuilding from 1992 to 1997 after his tenure at BIW.

After receiving the award from MMM Board Chair Dick Lemieux, Bill took the podium. He thanked everyone present for their support, not only for attending the event but more importantly for their support throughout his career. He spoke of how every significant accomplishment in his life could be attributed to the people with whom he worked. “I’m not an engineer; I can’t weld. I’m not a farmer; I can’t grow potatoes,” he pointed out. “To get things done, I had to rely on the skills and expertise of others to make it happen.”

He shared a number of funny and touching moments with the crowd, such as the time when as a young BIW executive he visited Washington, D.C., to meet



MMM Board of Trustees Chair Dick Lemieux and his wife Doris chat with Senator Susan Collins prior to the start of the Mariners Award dinner.

with the straight-talking senator from Maine, Margaret Chase Smith. Bill recalled the phone call he received from the commanding officer of the BIW-built frigate *USS Samuel B. Roberts* after the ship struck an Iranian mine in the Persian Gulf in 1988. The blast created a 15-foot hole in the ship’s hull and lifted its two gas-turbine engines from their mounts. “The captain said not one weld failed, and because of the quality of the work done at BIW not one sailor was lost.” Bill closed his remarks by thanking his wife Sally, his children and his family for their unwavering support which has enabled him to accomplish all that he has done.

MMM named one of the ‘Best in the world’



Maine Maritime Museum has once again been named one of the “Best Maritime Museums in the World,” the second time the museum has made such a list in the past two years.

In an article in the September 2014 issue of Destinations Travel magazine, MMM was named as one of the 15 best maritime museums in the world. In 2013, the museum was selected as one of the 10 best maritime museums in the world by Maritime Insights.com, an international maritime industry publication.

Among the 15 museums named by Destinations Travel were some of the most notable maritime museums around the world, including the National Maritime Museum, in Greenwich, England; Sydney Maritime Museum in Sydney, Australia; San Diego Maritime Museum in San Diego, California; the Vancouver Maritime Museum, in Vancouver, Canada; and Voyager New Zealand Maritime Museum in Auckland, New Zealand.

The introduction to the list said that each of the selected museums had earned its place on the list either because of its uniqueness, its amazing collections or its significance (to maritime history). The article also noted that, “These Museums are not just for those who love all that is maritime related, they are a wonderful family-travel destination.”

“To continue to be recognized as one of the world’s best is inspiring for our staff, trustees, volunteers and supporters,” says the museum’s Executive Director Amy Lent. “If you’re judged by the company you keep, MMM is certainly in a rarefied group. We are honored and hope that the people of Maine are proud to have a museum of this caliber in the state.”



Ocean Bound *Continued from page 1*

as an extreme clipper, although well past the period for ships of that type. She was sailing for San Francisco from Boston, and the card indicates she made the trip before in only 109 days. Not many sailing cards mentioned the record of the loading vessel – usually they gave the fastest time of any vessel sailing for that line.



This sailing card is for the ship *St. Frances*, built in 1882 by John McDonald at Bath for Benjamin Flint. Flint had chartered the vessel to Sutton & Co. for their Dispatch Line to San Francisco, and it is no surprise to learn that she was “Elegant” and “Superior,” nor that she is “Cheapest” and “will finish loading in a few days.”

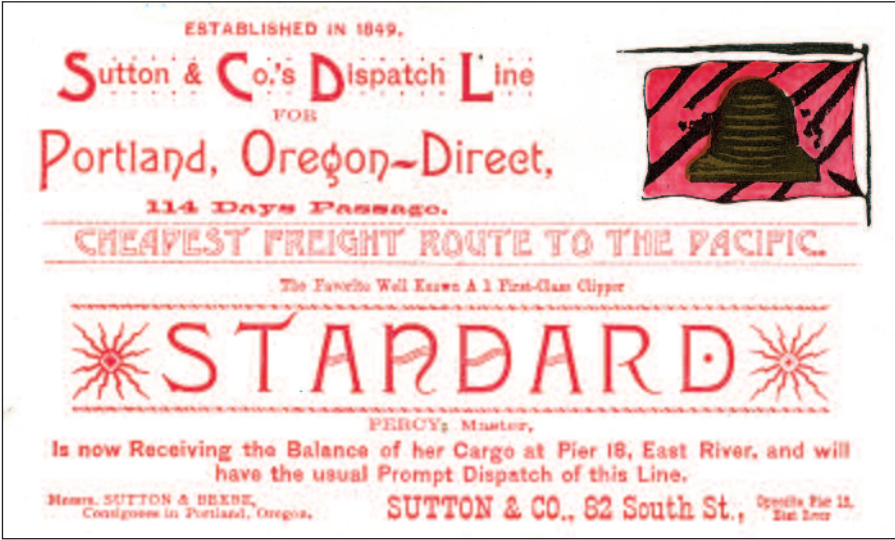
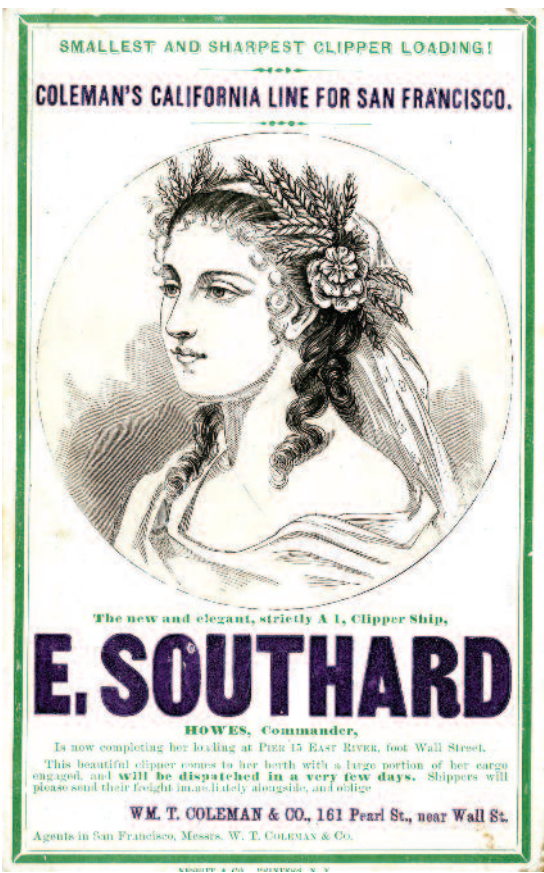
*A. J. Fuller* was another ship built by John McDonald at Bath for Benjamin Flint, this one in 1881. For this voyage, Flint had chartered the *Fuller* to the California Line, and she was sailing from New York. The major decoration on the card is a house flag, apparently to be flown by ships sailing for the California Line, with the V standing for the agents, Van Vleck & Co.



like the New York to San Francisco route noted on some of the previous cards. The buzzing beehive on the house flag illustrates “fast moving” better than some of their earlier symbols. The ship *Standard*, built in 1878, was owned by Charles V. Minott of Phippsburg, who kept her operating for a long time. Minott’s records

indicate this ship sailed from New York to Oregon only once, in 1894, which probably dates this card.

Other items in the second half of the 19th century section of the Ocean Bound exhibit will include catalogs from the early days of Bath Iron Works, a chart collection from a Maine captain, some never-before-exhibited photographs and ship plans, and documents telling dramatic stories such as Captain Josiah Mitchell and the burning of the ship *Hornet*, the crossing of the Atlantic in the dory *City of Bath*, the last American full-rigged ship built of wood, the first American vessel sunk in World War I, and derelict ships of the North Atlantic.



Peter Erickson, who commanded the *Llewellyn J. Morse* briefly, is best known to Bath residents as the man who commanded the Sewall ship *Chesebrough* from 1884 to 1889, and lost his life when that vessel was wrecked near Shariki village in Japan in a typhoon. Villagers were able to save only four men of the 23-man crew from the wreck, and built a monument (above photo) to those who were lost, those who were saved and those who heroically attempted to rescue the mariners. The monument has been maintained since, even during World War II. The event has led to a sister-city relationship between Tsugaru (which incorporates Shariki) and Bath, and a sister-state relationship between Aamori Prefecture and Maine.



New Look at an Old Artifact

by Nathan Lipfert, Senior Curator



When Raymond H. Trott donated this painting in 1977, its condition was poor. He was unaware of the ship’s identity and due to the haze of old smoke and crazed varnish the name on the ship was indistinguishable; as were most other details. It was a full-rigged ship flying the American ensign; nothing else was apparent. The original

museum documentation calls it an “unidentified primitive oil ship portrait.” What was known is that the painting had been in the house at 982 High Street, Bath, in which Mr. Trott and his sisters Helen and Anna had grown up. Their parents, Joseph and Annie Trott, moved there in the 1910s, and Anna was the last family member to live there, into the 1970s.

A conservator examined the painting soon after it arrived and said it was a lost cause – dirt embedded in the pigment made it impossible to clean. So the painting went into storage for decades. Then in a review of the museum’s artwork collection last year, the painting was scrutinized again. Its lack of identity and poor condition begged the question, “Why are museum resources being spent to preserve it?” In a last ditch effort, another conservator was consulted, who indicated she might be able to do something with it. The cleaned painting was recently returned, and now its history is a bit clearer.

The artist, although obviously talented, was plainly an unschooled amateur, but produced a powerful image of a ship in rather heavy seas. Typical of sailor-done art, the painting’s canvas is not on a stretcher, but instead tacked to the frame back. The painting’s technical details are accurate to the period, also typical of a sailor-artist. The ship has single topsails, indicating it’s likely a pre-1855 vessel, and it has painted (not real) gunports, typical of merchant ships in the 1830-1860 timeframe. The vessel’s name, now visible on her port quarterboard, is *Mary*.

As ships’ names go, *Mary* is certainly not definitive. There were 21 vessels named *Mary* built in the towns of the Bath Customs District. However, only one is a possible fit for the painting, matching both the rig and the approximate date of the paint scheme – the 744-ton full-rigged ship *Mary* built in 1850 by John Henry and owned by John Henry & Company. Later ship registers say she was built by Richard Morse & Sons at Winnegance. *Mary* appears to have been owned by them for a time, and was last in registry in 1869, having been sold in England and renamed *Florence Adelaide*.

No link has been found between the Trott family or 982 High Street and the 1850 ship *Mary*. Joseph M. Trott, the donor’s father, was a lawyer and the son of a sea captain, Mitchell Loring Trott, who lived in other houses in Bath. Captain Mitchell Trott never commanded any vessel named *Mary*, although he was the first captain of the bark *Mary Florence*, built in Bath in 1848, and surely named for his daughter Mary F. born the same year. There is no record of any Captain Trott having commanded the 1850 *Mary*. Mitchell Trott’s father Joseph was also a sea captain, but he died in 1815, before seeing merchant vessels with fake gunports.

Previous to the Trotts living at 982 High Street, the house was owned by William F. Moses, of the shipbuilding firm W.V. Moses & Sons. No link was found between the Moses family and the *Mary*.

At this point the story becomes a bit more complicated...and interesting. Joseph M. Trott had two older siblings, one the aforementioned sister Mary F., and a brother Frazier, born in 1839. In 1855, when Frazier was 16, Captain Trott brought him to the Bath Custom House to get a Seaman’s Protection Certificate, a form of passport used by seamen making international voyages. Presumably, Frazier followed the sea from that time on. The 1860 census lists him as a mariner; the 1870 census as “at insane hospital;” and the 1880 census as “sailor – in asylum.” Interestingly, the 1880 census also described his sister Mary as disabled – she was



The restored painting of *Mary*.

32, living with her parents. Frazier died in 1884, aged 44, his death certificate saying “of insanity.” Mary died in Bath in 1890, aged 42, of consumption.

Is it possible that Frazier B. Trott painted this scene that he thought was attractive and exciting, and put his little sister’s name on the imaginary ship? Or did Mitchell Trott paint it, naming the ship for his daughter?

While it is impossible to be certain without some confirmation, both ideas seem plausible. It is easy to imagine Joseph Trott keeping the painting through his life because it reminded him of his older siblings. Raymond, the donor, may not have known the story behind the vessel’s name because his Uncle Frazier and Aunt Mary died before he was born.

As I’m always scornful of “it could have happened” theories, I will not defend these beyond saying that they are as likely as finding some previously-unknown family connection between the Trotts and the real 1850 ship *Mary*.

The story remains open.

What and where is it?



This issue’s what and where is an item used in ship construction at Percy & Small. Have you seen it? Do you know what it is?



**Answer to last issue’s What and Where:** The puppet is an artifact that can be found in a viewing case in the Distant Lands of Palm and Spice exhibit in The John G. Morse, Jr., Gallery. It is a wayang puppet from Java and was a gift of Aldaide Rairen Moshigianis. The second photo is a copy of a page from a boating magazine circa 1955 and is located on the bulkhead of the Tug Boat Pilot House Replica in the Peterson Family Gallery.



# Blacksmith Shop Exhibits Opens

A special member reception and a free open house event celebrated the opening of the long awaited Kenneth D. Kramer Blacksmith Shop Exhibit. Nearly 1,000 people enjoyed the festivities and marveled at the extraordinary building and exhibit that showcase the herculean effort of the workers who toiled in the Percy & Small shop that had, until now, been the “missing building.”

Cutting the ribbon to officially open the exhibit are (l to r) Ken Kramer’s best friend for more than 50 years and close companion in his last decade Gail Allan, his brother Michael Kramer, his niece Susan Kramer, and his brother Richard Kramer. *Photo by Glenn Michaels.*



Friday night’s member reception drew a very large crowd of Ken Kramer admirers and museum supporters. *Photo by Steve Hobson.*



Richard and Sheridan Collins check out some of the items typically produced in a shipyard blacksmith shop. The nonaccessioned items are available to touch in the exhibit. *Photo by Glenn Michaels.*



Open house visitors watch intently as Nathan Blakemore demonstrates anvil work performed by Blacksmiths. *Photo by Candace Clifford.*



A family watches the wood bending demo during the open house which attracted more than 800 visitors. *Photo by Nick Locsin.*



# Rings of Time

by Chris Hall, Curator of Exhibits

Like Dr. Who, one of our largest artifacts turns out to be a time traveler hiding in plain sight, associating our 21st century with the 20th century of its creation, the 19th century of its technology, and the 17th century of its material.



If a two ton, 15 foot section of 24 inch diameter Douglas fir can be called a “fragment,” welcome to the arcane language of museum classification. Although the museum had received such a “fragment” of the foremast of the landmark Wiscasset schooner *Luther Little* in 2005, it has remained largely in storage due to its bulk (except for a four-month display in a gallery exhibit about rigging). Even there, it was cradled horizontally and needed some explanation to make clear what one was looking at.

Within the large inner space of the new Kenneth D. Kramer Blacksmith Shop Exhibit building, it became clear that it would be possible to actually step the mast piece vertically to show off the numerous forged rigging fittings clasped about it, as well as restoring the mast to public eye in a more recognizable attitude.

In order to mount the mast this way, the skewed chain-sawed bottom end of the fragment needed to be squared up, which was accomplished by using an electric planer. As the tool skimmed off the grizzled end grain, astonishingly it revealed the golden color of fresh Douglas fir, and the distinctive fresh resin fragrance of this western wood, also known as Oregon pine, filled the air.

Bear in mind that before the museum got it under cover, this mast section had been exposed to about 90 years of sun, wind, rain, ice and snow since *Luther Little* had been built in 1917 in Somerset, Mass. Not a lick of maintenance had it received since 1932 when the schooner was abandoned pier side in Wiscasset next to *Hesper*; to become the beloved mud-berthed tourist shipwrecks of Route One, until their collapsing remains were demolished in 1998. Certain identifiable parts were preserved by the town, several of which became part of our collection in 2005.

Though the outer inch of the wood had understandably weathered, the inner fabric of the mast was like new with the exception of some checking. The annual rings begged to be counted. As the image shows, the first 60 years of this tree's life were fast-growing; the second 60 were slower. The third and fourth 60 year stints were estimated as the rings were microscopically close, totaling nigh on to 260 years of growth. Recalling that the tree was cut about 1916, say, slightly before being stepped into *Luther Little*, it began growing somewhere in the old-growth forest of the Pacific Northwest about 1650. The Puritans were barely established in their new colony;



King Charles II was reigning; Mozart was nowhere to be heard. About half of this tree's growth occurred before George Washington became President.

This fir remained hidden somewhere in the stillness of the Pacific Coast Ranges for another century until the hey-day of Western ‘Douglas fir’ logging around 1900. These trees grew considerably larger than our mast, but the ring of outer sapwood shows that the spar-maker of *Luther Little* ordered a whole tree close to the size needed, rather than reduce a larger spar which would have been wasteful and potentially weaker.

Other than some geological specimens, and a few anthropological pre-historical implements, this 17th century wood is uniquely old for the museum's collection, and uniquely dateable. And uniquely large. Only the steam engine from the tug *Seguin* and the Friendship sloop *Chance* would weigh in as more massive collection artifacts.

Ironically, the exposed rings of the mast fragment were hidden again for another lifetime when the piece was stood vertically in its new location; without taking a core sample there is no way of knowing how old the spar is now, but that's why we document things.





Honor/Memorial Gifts

(June 14 – September 8, 2014)

**In Honor of Steve Caulfield’s Birthday**  
Mr. and Mrs. Brian J. Carey

**In Honor of Richard Lemieux**  
Ms. Julie Normile

**In Honor of Charles D. Whittier’s Birthday**  
Mr. and Mrs. Jacob Mosser III  
Mr. and Mrs. Bertram J. Miller

**In Memory of Elizabeth B. Peterson**  
Mr. and Mrs. Robert F. Bencks  
Dr. Louise S. Forsleff  
Mr. and Mrs. R. Reed Gramse  
Mr. and Mrs. George L. Morton  
Mr. and Mrs. Ted Namm  
Mr. and Mrs. Steven K. Pelletier  
Mr. and Mrs. John Peterson  
Mr. and Mrs. Guy Roy  
Mr. and Mrs. Arthur Sleeper

**In Honor of William E. Haggett**  
Mrs. Ellie Willman and  
Mr. Jeffrey Willman

**In Honor of Dennis A. Youland**  
Mr. William Evans

Maine to phase out charitable deduction cap

As previously reported, a change in tax law that surprised many Maine taxpayers, a cap placed on the amount of charitable deductions one could claim on one’s Maine return, became law in 2013. Many generous Mainers and many non-profits were caught short by this.

A new law was signed on April 30 that over time phases in a return to unlimited charitable deductions being permissible on Maine returns. It works like this:

- In tax years 2014 and 2015, the cap of \$27,500 remains on all itemized deductions.
- In tax year 2016, itemized deductions are \$27,500 but another \$18,000 of charitable contributions can be claimed as long as those contributions also are included in one’s federal itemized deductions.
- For tax year 2017 and afterwards, Maine itemized deductions still equal \$27,500 but one can additionally claim unlimited charitable contributions, as long as those contributions also are included in federal itemized deductions.

Quiet friend of the Museum leaves gift

In August, the museum received an unexpected bequest of almost \$20,000 from the estate of Anthony Widmann, of Stratford, Conn., who passed away at his home on October 11, 2013, at the age of 86.

Known by his friends and family as Tony, Mr. Widmann’s first gift to the museum was in 1986 in support of the capital campaign to build the Maritime History Building. He continued to support the museum modestly for the following 28 years through membership and the annual appeal.

A graduate of Phillips Exeter Academy and



Princeton University, Tony served in the U.S. Navy during the Korean War, and had a 40-year career in advertising on Madison Avenue. In retirement, he started a yacht brokerage that he ran until his death. A passionate sailor, Tony competed in offshore racing and was a member of The New York Yacht Club and The Housatonic Boat Club.

Special thanks go to our departed friend for his final gift and our sincerest condolences to his family.

Welcome New Members

May 21 – August 21, 2014

Richard F. Antonak  
George and Joan Apgar  
Mary Auker-Endres  
Emily and Andrew Bankhead  
Jeffrey Bendremer  
Nick Benson  
Hugh Riddle Berger and  
Louise McIlhenny  
Michael and Jen Bishop  
Douglas Blair and Ann Reichelderfer  
Stephen Booth  
Mike Bradford  
Mark and Lisa Branda  
Norman Browner  
Teresa Callwood  
Patricia Carter  
David Chadwick  
Daniel Chandonnet  
John Chilson  
Mark and Katrina Chisholm  
R. Diana Clayton  
Ashley Cole  
John and Linda A. Coleman  
Paula Conley  
Christie Constantine  
Danuta Coombs-Theriault  
Ted Davis  
Charles Day  
Diane Deinhart  
Richard Delano  
Corrie Dretler  
Mark and Marvel Earnshaw  
James Economos  
William H. Edwards  
Austin and Beth Errico  
Chris Evans  
Carol Fackler and Hope Douglas  
Bruce and Patricia Flanders  
Jan and Adriana J. Flinterman  
David Foote  
Charles P. Foreman  
Peterson Foye  
Patrick C. Gallery  
Rafael Garcia and Suzanne Agro  
Robert and Anne Gardiner

Beverly Gerberich  
Pamela Giannatsis  
Joseph M. Girard  
Wayne and Amy Gould  
James D. Gray  
Bruce Graybeard  
Kathy Grenier  
Tammy Hagensaars  
Kathryn Harris  
Edward L. Hawes  
Chris Holley  
David Johnson  
Lisa D. Khoury  
Robert E. Kline  
James and Christine Krott  
Nicholas LaRocca  
Anita Lichman  
The Lisius Family  
Diane Loomis and Carol Moseley  
Julie Lothrop  
Alan MacDuffie  
Alison Malkhassian  
Phil Mason  
Peter Masterton and Kelly Burgess  
Chester B. Mayo  
Evan McDuff  
G. Scott McIntyre  
Thomas and Jan McIntyre  
Glenn Michaels and  
Alice Willard-Michaels  
James Moliski  
Albert A. Moore and Lisa Sherry  
Craig and Terri Moore  
Susan L. Moshier  
Bob and Joyce Munier  
Jacqueline B. Norman  
Hal Norvell and Carl Fisher  
Timothy O’Malley  
Jonice Oliver  
Charles and Barbara Osicka  
The Palmitessa Family  
Angie Patterson  
Jeffrey P. Pennell  
Randy Phelps  
Daniel Piltch

Frank K. Powers  
John E. and Kathleen Reny  
Christopher Rheault and Melanie Dees  
Kittie W. Richards  
Richard Lee Rotnem  
Robert Scheirer  
Buzz Seeley  
Fred Scott Serafin  
William and Linda Shaffer  
Hallie Sikes  
Donald E. Smith  
Adam Spitalny and Kelsey Colcord  
John Stewart  
Tom Sullivan  
Jeffrey Sunshine  
Crissy Swartz  
Christopher and Andrea Tebben  
Jennifer and Chris Turmel  
Leslie and Patricia Volland  
Cindi Wallace  
Roz Whitney  
Bennett Wilson  
Robert Yandow  
Sarah Young

House passes permanent tax exemption on senior IRA gifts

In July, the U.S. House passed legislation to make permanent the IRA Charitable Rollover tax incentive. H.R. 4719, known as the America Gives More Act of 2014, stipulates that individuals 70.5 years old or older can make charitable gifts directly from their IRAs and avoid the typical withdrawal tax consequences. This incentive has been off and on, effective and lapsed since first enacted in 2006, having most recently lapsed in 2013.

The bill has now gone to the Senate for consideration. Contact your Congressional delegation or visit [www.govtrack.us](http://www.govtrack.us) to check the bill’s status.



# Celebrating Our Business Partners and Sponsors

## The Brunswick Hotel and Tavern – New name, same commitment



The Brunswick Hotel & Tavern has been providing unparalleled hospitality and convenience to guests in midcoast Maine since 2011. Located in the heart of Brunswick, the hotel's 52 rooms serve as a comfortable home away from home where guests receive exceptional service and insider advice on the area. The tavern serves breakfast, lunch and dinner seven days a week with an emphasis on fresh, local ingredients. Brunch is available on Saturdays and Sundays and an exceptional conference facil-



ity is located on site for group gatherings. “Visitors come to Maine with different perceptions of what life here is like,” says General Manager Rick Martin. “Our job is to help them create lifelong memories of their time in Maine.” In addition to being one of the premier lodging facilities in the area, The Brunswick Hotel & Tavern has actively partnered with Maine Maritime Museum in a number of ways, from cooperative advertising to sponsorship of museum programs, including sole sponsorship of the Volunteer Program. “We know that Maine Maritime Museum represents the same level of quality we hold ourselves to,” says Brandon Hussey, Director of Marketing. “Ongoing partnerships between the incredible local businesses here have helped our area grow into a destination that we’re happy to see guests returning to year after year.”

## Support these Business Partners who support MMM

Business names in **RED** indicate new Business Partners.

<b>Anchor (\$5,000)</b> Bath Savings Institution Diversified Communications General Dynamics Bath Iron Works Reed & Reed	Thornton Oaks Retirement Community Westlawn Institute of Marine Technology	Lie-Nielsen Toolworks Lisa Marie's Made in Maine Mae's Café & Bakery Maine Lobstermen's Association Monhegan Boat Line The Mooring Bed & Breakfast Morton Real Estate M.W. Sewall New England Tent and Awning New Meadows Marina Now You're Cooking O'Hara Corporation <b>Pizza Pie on the Fly</b> Plimsoll Mark Capital Portland Discovery Land & Sea Tours Red's Eats Rogers ACE Hardware Bath Sarah's Café & Twin Schooner Pub Schooner Eastwind Seacoast Catering & Lobster Bakes Sebasco Harbor Resort Seguin Island Ferry Shelter Institute Simply Elegant Catering Sitelines, PA Soggy Dog Designs Photography Solo Bistro Soule, Soule & Logan, Esq. Sparloft Arts Spinney's Restaurant & Cottages Springer's Jewelry Starlight Café Taste of Maine Restaurant Topside Inn Verrill Dana LLP Vigilant Capital Management, LLC White Cedar Inn B&B Wiscasset Motor Lodge Woodex Bearing Company, Inc	Boothbay Harbor One Design Association Bowdoin International Music Festival The Carpenter's Boat Shop Casco Bay Council Navy League Cathance River Education Alliance Chewonki Foundation Elmhurst, Inc. <b>Frances Perkins Center</b> Friends of Merrymeeting Bay Friends of Seguin Island Gulf of Maine Research Institute Historic New England Holbrook Community Foundation Hyde Schools The Iris Network Kennebec Estuary Land Trust Kieve-Wavus Education, Inc. Main Street Bath Maine Antique Dealers Association Maine Built Boats, Inc. Maine International Trade Center Maine Island Trail Association Maine's First Ship Maine Maritime Academy Maine State Aquarium Maine State Music Theatre Maine Ocean & Wind Industry Initiative Maine Wood Products Association Manufacturers Association of Maine Maritime Funding Association of Maine Osher Map Library Portland Public Library Sagadahoc Preservation, Inc. Seacoast Science Center Spectrum Generations The Theater Project Wiscasset, Waterville & Farmington Railway Museum Yarmouth Historical Society
<b>Quarterdeck (\$2,500)</b> Brunswick Hotel & Tavern Churchill Events Hampton Inn Bath Lyman-Morse Boatbuilding Company	<b>Galley (\$300)</b> A Plus Party Rental Tents & Events Admiral Steakhouse Ames True Value Wiscasset Androscoggin Dental Care Anna's Water's Edge Restaurant Atlantic Seal Cruises Bailey Island Motel Bath Subaru Beale Street Barbeque Bert's Oil Service, Inc. The Black Tie Co. Brewster House Bed & Breakfast Byrnes' Irish Pub The Cabin Restaurant Café Crème Cahill Tire, Inc. Cameron's Lobster House Chase, Leavitt & Co., Inc. Coveside Bed and Breakfast Cook's Lobster House CVC Catering Group DiMillo's On the Water Dragonfly Cove Farm Catering East Coast Yacht Sales El Camino Cantina Fairfield Inn & Suites Brunswick Freeport Fiona's Catering Flagship Inn Boothbay Frohmiller Construction, Inc. The Galen C. Moses House Gilman Electrical Supply Halcyon Yarn Hardy Boat Cruises Harraseeket Inn Henry and Marty Restaurant & Catering Hilton Garden Inn Freeport Downtown Holden Agency Insurance James Place Inn Jules and Company Kennebec Inn Kennebec Tavern & Marina Land's Ends Gift Shop	<b>Binnacle (\$100)</b> <i>Our non-profit partners</i> The Apprenticeshop Bath Area Family YMCA Big Brothers Big Sisters of Bath/Brunswick	
<b>Mast (\$1,000)</b> Allen Gelwick-Lockton Companies Atlantic Motorcar Center Carl. A. Bickford, Inc. Cribstone Capital Management Downeast Windjammer Cruises Lane Construction Corporation Maine Lobster Direct North & Co., Personal Financial Advisor Piper Shores R.M. Davis, Inc. Sagadahock Real Estate Association Yale Cordage, Inc. UBS - Portland WEX, Inc.			
<b>Rudder (\$500)</b> BEK Inc., Computer Network Design and Service Best Western PLUS Brunswick Bath Bickerstaff's Books, Maps, &c. Chesterfield Associates, Inc. Cross Insurance Great Island Boat Yard Hancock Lumber Hap Moore Antiques Auctions The Highlands J.R. Maxwell & Co. Norway Savings Bank Perry, Fitts, Boulette, and Fitton, CPA Royal River Boatyard & Repair Schooner Heritage Strouts Point Wharf Company The Inn at Bath Thomaston Place Auction Galleries			

Learn more about MMM's Business Partner Program or Corporate Sponsorship opportunities by contacting Glenn Michaels at (207) 443-1316, ext. 344 or gmichaels@maritimeme.org.



## Welcome Volunteers

### Administration

Todd David Benz

### Gallery Docents

Geoff Pope

### Launch Tank

Steve Collemer

### Special Events

Sue Hochstein

Amanda Pope

Richard Rotnem

Kayda Selby

Rebekah Schuppel

## Volunteer Calendar of Events

### Volunteer Wrap-Up

Thursday, October 9

1 to 3:30 p.m.

Share your thoughts with fellow volunteers and staff about what went well during the 2014 season and what can be improved for next year.

### Last Day of Regular Season

Monday, October 13



### Fall Quartermaster Day

Thursday, October 23

8 a.m. to 3:30 p.m.

Help us “button up” the museum grounds for winter.

### Volunteer Recognition

Thursday, November 6

Noon to 3 p.m.

We celebrate our volunteers’ valuable contributions to MMM.

## We Need You!

Interested in joining our volunteer corps? Contact Volunteer/Development Coordinator Rebecca Roche at (207) 443-1316 ext. 350 or roche@maritimeme.org to learn more and get started.

## Volunteers Step Up to the Challenge

by Rebecca Roche,

Volunteer/Development Coordinator

With another busy and exciting summer season nearly behind us, it is important to take a moment and thank all the wonderful volunteers who help keep Maine Maritime Museum running every day. This year, they tackled a variety of challenges head-on, adapting to new tours and exhibits just as well as they adjusted to the loss of beloved waterfront fixture *Sherman Zwicker*.

Fortunately for the museum, losing the *Zwicker* did not mean losing the crew of over 30 volunteers who acted as guides aboard her each summer. In fact, almost all of these volunteers have moved to help cover other departments across the campus. Special thanks go to them for their flexibility and loyalty.

Several *Zwicker* guides have moved into the Maritime History Building and become Gallery Docents. Along with the crop of new guides this season, these volunteers have created unprecedented coverage in the galleries, including on weekends.

Brand new tours offered many of our returning and new volunteers exciting opportunities to expand and share their knowledge with visitors. Among the additions to the schedule this year is the “City That Ships Built” trolley tour, which tells the story of the families who made Bath a national center of wooden shipbuilding as the tour passes the homes and notable buildings of these historic luminaries. The new guides for this tour include Jane Morse, Judi Mansfield, Judy MacDonald and Tom Edwards.

Back on campus in the historic Percy & Small shipyard, Bob Mansfield and Ken Crocker narrate twice-weekly tours of historic boats with the Small Craft Collection Tour. Visitors on this tour get the rare opportunity to see boats not normally accessible to the public.

The daily one-hour river cruises are also sporting some new additions. Knowledgeable BIW trolley tour guides Dennis Youland, John Heppell, Chuck Gauger and Dave



Tom Edwards shares a story with passengers on the City That Ships Built Trolley Tour.



Volunteers and museum staff enjoy the weather and conversation on the LRH Hall deck during the annual Volunteer Picnic.

Hayward have moved from shore onto the Kennebec, where they share first-hand insights about Maine’s current shipbuilding industry with guests.

In addition to these regular weekly tours and activities, volunteers assisted with a number of special events this summer, beginning in May with Spring Quartermasters Day and Screen Free Night Open House for RSU-1 students and their families. In June, volunteers worked behind the scenes to make the opening of the *Eye Sweet and Fair* and *Home Grown Shapes* exhibits a resounding success. August was undoubtedly the busiest month

as volunteers augmented museum staff at three more special events: the Maine Boats, Homes & Harbors Show in Rockland; the Kenneth D. Kramer Blacksmith Shop Exhibit Open House and the annual Mariners Award.

Lest you think that MMM volunteers are all work and no play, in July we celebrated with a Volunteer Picnic in Long Reach Hall. Attendees enjoyed beautiful views and weather on the LRH deck and tasty braised short ribs donated by the Volunteer Program’s sponsor The Brunswick Hotel & Tavern, as well as other goodies including burgers and hot dogs and a potluck of side dishes and desserts. We hope to see an even bigger crowd at the Volunteer Recognition Event celebration on Thursday, November 6.

*With thanks to all the volunteers who made this season so great.*  
—Rebecca

## Words of Praise for our Volunteers

MMM receives feedback from its guests in many forms – in the guest book in Sewall Hall; online through any number of websites including Trip Advisor, Google Maps and Yelp; through online and written surveys; via written and electronic correspondence; and through direct comments made to staff.

One of the recurring themes in much of this feedback is the recognition of the Herculean effort of the museum volunteers.

The following comments are just a sample of the positive

feedback we have received about our volunteers this year:

“The volunteers are the keystone of this beautiful venue... staffed with proficient, caring, amiable, knowledgeable helpers.”

“The volunteers were so very nice and knowledgeable.”

“Great museum! We enjoyed our visit and appreciate all the work done by the volunteers.”

“Well-informed, friendly, accommodating staff and volunteers.”



## Hats Off to Serendipity

by **Rebecca Roche**, Volunteer Coordinator

For Dick and Reta King, it was serendipity that brought them to Maine Maritime Museum.



On a walk during their first day after moving into Highland Green in October 2013, they met fellow residents Jim and Nancy Wilkes.

“Jim [a volunteer since 2008] had a Maine Maritime

Museum hat on” Reta recalled, “and we started to talk about how Dick and I were looking for somewhere to put our energy.”

Luckily for MMM, Jim brought Dick along to a recruitment party the following spring and now both Dick and Reta are members of the volunteer corps: Dick on the Launch Tank and Reta on the Greeter Desk.

The Kings, both natives of Massachusetts, came to Maine after they decided to downsize from their home on Cape Cod. Dick, a former newspaper executive and Harvard MBA, developed a passion for sailing after taking up the hobby at the age of six. Since that time he has owned several boats – including a Maine-built Saber 28 ketch – and served as Commodore of the Chapoquoit Yacht Club. Reta began her career as a teacher of preschool special-needs children after their three children entered school. The couple enjoy spending time with their adult children – who are split between Waterville and Massachusetts – six grandchildren, and their cock-poo Molly.

Both Dick and Reta bring plenty of experience in the nonprofit world. In Massachusetts, Reta served as president of her local library, while Dick served as director and treasurer of both the Falmouth Historical Society and the Penikese Island School for troubled teenage boys. Since moving to Maine they have become involved in Friends of Bowdoin, Cathance River Education Alliance (CREA) and hold season tickets to the Maine State Music Theatre.

Impressed with the museum’s volunteer training program, Dick and Reta speak highly of their experiences at MMM and identify with the organizational mission. But most of all, they appreciate how nice and friendly the staff and their fellow volunteers are.

We welcome Dick & Reta to our volunteer staff and thank them for helping make MMM so special.

*If you are interested in learning more about volunteering at the museum or learning more about getting involved, please contact Volunteer Coordinator Rebecca Roche at (207) 443-1316 ext. 350 or [roche@maritimeme.org](mailto:roche@maritimeme.org).*



## Special Events

### Boat Designers and Builder Tour

#### Behind the Scenes Tour: John’s Bay Boat Company

**OCT 4** \$15 members; \$20 nonmembers  
1pm-2:30pm



This small, traditional mid-coast Maine boat shop builds custom plank on frame boats for work and pleasure. Owner Peter Kass uses traditional methods to design and build his boats. Starting with a hand-carved half-model from which he takes the lines, he creates a table of offsets then lofts the keel, stern (transom) and temporary mold. These become the framework for building the boat. Builder becomes artist as the vessel’s shape is formed by eye and feel to create some

of the most beautiful, and ruggedly practical, custom-built boats on the water. Participants meet at John’s Bay Boat in South Bristol for the tour. Advance reservations required.

### Shaker Box Making Workshop

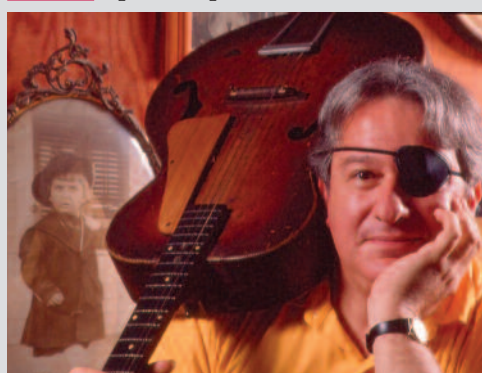
**OCT 15 & 16** Members \$70; nonmembers \$75  
Registration closes 1 week prior to start date  
**DEC 3 & 4** 5pm-8pm

This popular workshop is ideal for the beginner to intermediate woodworker. In two short sessions gain the skills to build a hand-crafted set of Shaker boxes, each built of cherry and cedar with copper tacks. Perfect as gifts or elegant storage containers. No experience necessary; all materials included.



### Concert: Bob Zentz

**OCT 16** Members \$12; nonmembers \$15  
7pm-8:30pm



Bob Zentz has been described as a collector of stories in verse, a teller of “the tales behind the songs.” He is also an admirer of the sea poems of Cicely Fox Smith (1882-1954) and has adapted over two dozen of her poems for singing. In performance, the audience becomes involved, creating a spirit of community through shared choruses and related ideas. From traditional Celtic tunes and ballads to sea chanteys, from tales of “Old Timers” to poetry set to music, each show is a unique testament to Bob’s vast repertoire.

*Music programs supported by The Bonyun Songs of the Sea Music Endowment Fund*

**Register for all events online at [www@MaineMaritimeMuseum.org](http://www@MaineMaritimeMuseum.org) or call (207) 443-1316, ext. 0.**

## Need Wood?

The MMM Boatshop currently has about three cords of dry firewood (oak, ash, and maple) that needs to go ASAP. Price is \$175 per cord – you haul away. The Boatshop crew may help you load your truck or trailer, if available at pick-up time.

Also, the Boatshop has about thirty 55-gallon bags of wood shavings, which are available for FREE. The shavings/sawdust are primarily pine, oak, and cedar. The shop produces about 1-2 bags per week throughout the year, so pass this info on to any friendly gardeners/farmers you may know who could use them.

For more information, please contact Kurt at 443-1316 ext. 334



# The Puzzler

## A wayward schooner in Maine waters?

by Nathan Lipfert, Senior Curator

This photo came to the museum from the Boothbay Region Historical Society, who received it from the collection of George I. Hodgdon, noted East Boothbay boat-builder, known to many people as Sonny Hodgdon. The same image was in an album in the photography collection of Mr. Hodgdon recently donated by his family. The vessel is a three-mast square-topsail schooner, carrying an unusual triangular raffee on the foremast and sporting an old-fashioned square stern. The name on the stern is almost readable, but not quite. With the mainmast being significantly taller than the fore and mizzen, and the presence of that raffee, it looks very much like a Great Lakes schooner. Did Mr. Hodgdon collect this image just as an example of what Great Lakes schooners looked like, or did this one visit the Maine coast at one time? If you think you know the name of the schooner or may have a lead to this one, please contact Senior Curator Nathan Lipfert at [lipfert@maritimeme.org](mailto:lipfert@maritimeme.org), or 207-443-1316 ext. 328, or by mail.



## Steamer Shot Still Suspect

Once again, a very modest response to last issue's puzzler. One or two readers wrote in to say they didn't know. The level of response was a little surprising, knowing how many steamboat buffs are out there. Hopefully, someone will have a brainstorm. It was established that the image might not be of a new boat under construction. I still think that it might be a Barbour boat built in Brewer, but that this might not be her original configuration.

## Proving It: Maritime Investigations and Research

The 43rd Annual Walker Maritime History Symposium at Maine Maritime Museum April 11, 2015

Maritime historians and researchers study collections of manuscripts, ship plans, charts, and photographs. Navy and Coast Guard officers investigate wrecks and other disasters. Novelists and short-story writers use research to create plausible environments for their characters. Archaeologists examine the water-logged remains of ancient ships. Curators puzzle over enigmatic artifacts. All of them are trying to uncover a story from the past, putting flesh on mute bones, teasing out the solution to the enigma.

MMM's 2015 Symposium will be a discussion of maritime research in all its forms, and parallels the special exhibition *Ocean Bound: Three Centuries of Library Treasures* which will be on view at that time.

### A CALL FOR PAPERS

If you have conducted a maritime inquiry of some sort and want to talk about it, let us know. The story you have uncovered may be interesting, and we are also interested in hearing about the journey – how did your investigation progress, from point to point? Have you learned anything about the research itself that others may benefit from? Did you develop a system for judging the reliability of different types of evidence?

To nominate yourself or someone else to speak, please contact Senior Curator Nathan Lipfert at [lipfert@maritimeme.org](mailto:lipfert@maritimeme.org) or 207-443-1316 ext. 328, before **November 30, 2014**. Include a brief biographical paragraph and a summary of the topic.